



**EXHIBIT A**  
**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE**

Appl. No.	:	10/611,488	Confirmation No. 3326
Applicant	:	John Slattebo	
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Customer No.	:	26357	

**DECLARATION UNDER RULE 132**

I, John F. Slattebo, do hereby declare and say:

My residence address is Oceanside, CA.

I am the inventor of the subject application.

During a period of approximately 20 years, from 1975 to the mid 1990s, I lived and/or worked in the Marshall Islands where I developed an interest in Marshallese sailing and paddling proas. During this period, I experimented with a variety of hydrofoil stabilization systems for small sailing proas and outrigger canoes. I fitted two of my experimental designs for manually controlled foils to small outrigger sailboats: a 22 foot, two-person, sailing outrigger, and a 16

foot, one-person outrigger. I built several of the 22 foot outrigger canoes in the late 1980s and attempted, without much success, to sell them. I also built a single, experimental, prototype 16 foot outrigger which I sold below cost to an experienced sailor I met in the Marshall Islands who agreed to test and evaluate it for me.

Although the foil stabilization systems I employed on these early outrigger canoes eventually led me to the invention that is the subject of my current patent claims, they were significantly different from, and clearly inferior to, the invention that is the subject of my current claims. The earlier systems were heavy, complex, costly to manufacture, and had a number of practical disadvantages in operation. They did not involve the combining of a handle controlling the angle of attack of an "L" shaped foil through a truss assembly comprised of a curved spar and straight tubular shaft for foil control, both of which were structural and, in combination, highly resistant to vertical flexion. The outrigger spar on the early boats was a single, straight, hollow tube. Foil control was achieved via a complex and costly system of levers, cables, pulleys, and hinges with multiple moving parts. The straight outrigger spar, despite being large in diameter and relatively heavy, was prone to bending and deflection in moderate wind and sea conditions, requiring constant adjustment to the foil control system to keep the foil's angle of attack constant. An early attempt to simplify this foil control system involved the combining of the straight outrigger spar with a straight, thin-walled foil control shaft that was concentric with and surrounded the outrigger spar. This system proved unsatisfactory because even minor bending or deflection of the tubes in moderate wind and sea conditions caused the inner spar and outer control tube to bind up, making constant manual foil adjustments difficult or impossible.

The earlier systems also involved a foil shaped like an inverted "T." The "T" was articulated by means of a hinge at the point where the stem and the top of the "T" were joined. Finally, the earlier systems featured a foil control surface that was parallel with the surface of the water and therefore lacked the ability of the current invention to "lift" the boat to windward regardless of the tack on which the boat was sailed.

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under 18 U.S.C. 1001 and that such willful false statements may jeopardize the validity of the application and any patent issued thereon.

Signed:



John F. Slattebo

OCT 1, 04

Dated: